

C. B.

Files No. ~~217-42-45~~

~~1938-51~~

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1942

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Sub

98-42-2-5

Confidential Collection No 138-42-49

SECTION No.

File No.

217
8

of 1944-42

Previous references

CS 200-19-1-5

CC 153-2

Later references

CS 217-1 (CC 128-42-43) Serial No.

CS 47-43-4

CS 98-42-2, 3, 4 & 5

RAILWAY SECRETARIAT

SUBJECT

A Short Note on Bhatkal Harbour for information
of the President and Correspondence with Mr A. M. Bhat
regarding development of Bhatkal Harbour.

Not more than eight percent dividend will be declared bonus of Rs. 2/- per share and the surplus will be utilized for the development of the harbour.

The Aerodrome will be the joint property of the Shipping Firm and The Transport Company.

Since the entry of Japan in the War the eastern coast of India has fallen practically into the danger zone. But even on the western coast, Bhatkal is out of it. It is a well known fact that Bangalore which is 225 Miles away from Madras is only 100 Miles from Bhatkal. Bangalore is not only the biggest Military centre of Deccan but also is War prisoners' and European Refugees' camp in S. India. Since Madras is in danger zone and there is no harbour nearer to Bangalore than Bhatkal in the western coast, Marmugao being 435 Miles and Bombay still many more miles away, it is necessary to create all the port facilities as mentioned in para 5 of my representation submitted to the Government of Bombay, to carry Military Force and Equipment easily and quickly to the coast and also to carry foodstuffs and other necessities of life for the interior and also to those parts affected owing to risks associated with the Eastern Coast. The nearest Mysore Railway Station is at ~~at~~ a distance of 54 Miles from Bhatkal.

Hence I hope you will kindly give your early attention to the subject and ask the Kanara District Authorities to cooperate with me by extending me all the necessary help from the Mahal Office at Bhatkal.

The survey and planning work will begin from the 15th instant.

For this act of kindness, I shall as in duty bound,

Ever pray,



A.M. Bhat.

Copy to:- The Collector of Kanara.
The Mahalkary of Bhatkal.

" True Copy."

Secretary
Government of Bombay,
Revenue Department,
Bombay.

1,
ibay, 7.
, 1942.

Subject:- Construction of Sea Jetty and
The Development of Bhatkal.

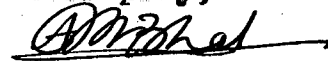
With great regret, that I have not yet received any reply to my petition of 2nd instant requesting the Government to instruct the Bhatkal Mahal office to co-operate, rather not to obstruct in my survey work as directed to me by the Government of Bombay in their Memos No. 0/12844-G of 26th May 1941 and No. 0/9989-G of 4th June 1941. With great difficulty I have arranged for the survey party and it is ready for the said work. The rainy season is fast approaching; if I do not finish the Marine Survey by the 20th of the next month it would be impossible to do the same till the middle of January 1943. Also the survey and plans of the Dam on the Venkatapur river for water supply, should be done in the month of May, when the river is flowing at its lowest flow. As for the general conditions for undertaking the Project this is the most favourable and opportune time, not only for the progress of the country and the welfare of the general public, trade, commerce and industry but also for the Defence of India.

Though the Government of Bombay are very keen and favourable to execute the project, with deep regret and great sorrow I am bound to state here that the Authorities of Salt and Revenue have taken to Red-Tapism. On the 17th instant I had a long discussion on the matter and I had expressly told to Khan Bahadur Pecikaka that my request to the Government was only asking them to instruct the local Authorities not to obstruct me in my Survey work. But when there was a G.A.No. 6540/33 of 22nd April, 1941 (Revenue Department) on the construction of Jetty at Bhatkal, and also when there were above said two Memos asking me to submit to the Government detailed plans of the said Jetty and proposals etc. and when I myself had full discussions on the subject here at Bombay, with the local Authorities I find no relevancy on the part of the said Salt and Revenue Authorities to refer the local Authorities, in the matter of instructing them not to obstruct me in my Survey and Planning work. I can definitely say that none of the Kanara Local Authorities are competent to give their opinion or remarks on the subject of Port Development at Bhatkal. For, I have clearly stated in my memorandum of Industrial Planning and also in my Representation submitted to the Government on the 7th April 1941, that the Jali Channel Area which is under the jurisdiction of Alvecodi-Shirali Custom office is the proper place for the development and not the present Bhatkal Port Area. A party of Civil Engineers, Marine Engineers, R.C.C. Experts, Steam Ship Captain together with the ample Trade Statistics and detailed Survey can alone give opinion on the subject.

Hence I pray in the name of humanity and Country, without least delay let the Government instruct the Local Authorities not to obstruct me in my Survey and Planning work which I am undertaking as per Government Orders.

For this act of kindness, I shall as in duty bound,

Ever pray,


A.M. Bhat.

Copy to :- Khan Bahadur
Pecikaka.

" True copy. "

No. W/33-27

From,
H.E.St.G.McClenaghan, Esqr., I.C.S.,
Collector of Salt Revenue,
Bombay.

To,
A. M. Bhat, Esqr.
1/16, Talmaki- Wadi, Tardeo Road
Bombay No. 7.

Dated the 18th May, 1942.

Sir,
Subject:- Bhatkal Port - Development of.

- ----

I have the honour to refer to your letter ~~dated~~ dated the ~~2nd~~ 28th April, 1942, to the Government of Bombay, Revenue Department. I will be glad, if you will supply me with twelve copies of the pamphlet entitled " Bhatkal Development Project."

2. I confirm that I hope to meet you at Bhatka on the 27th May. If time permits, I should like to visit Shirali with you and to visit the entrance to the Venkatapur river.

I have the honour to be
Sir, A. M. Bhat,
Your most obedient servant,

(Sd.)

Collector of Salt Revenue,
Bombay.

Subject:- Port, Development of in
Kanara District.
Supply of village Maps for
Survey and Planning in
connection with--

No. o/ A4545.

Bhatkal, 23- 6 - 42.

From

The Mahalkary of Bhatkal,

To,

A. M. Bhat, Esqr.

Bhatkal.

Sir,

I have the honour to inform you that the Government have, in their Memorandum no. 5967-G/39 dated 4-6-42, ordered that you may be allowed the inspection of village maps in the Petha Office, but that no copies there-of can be supplied to you.

Your obedient servant ,

(Sd.)

Mahalkary, Bhatkal.

Railway Secretariat

File No.

217
9

of 194

Serial
No.

The Bhatkal Harbour.

The available papers of this Secretariat connected with the above case are herewith submitted for the information of the Dewan.

The printed correspondence containing the Report of Mr. Anthony G. Lyster and Sir Frederick L. Sprott is also submitted herewith.

Kind reference is also requested to R.S.No. 688 dated 13th September 1941 to Mr. A.M. Bhat, in the matter.

Private Secretary)
to the Dewan W.C.)

[Signature]
Secretary for Railways,
Government of Mysore.

[Signature]
30th July 1942.
30.7.42

Slip G.

Slip T

Submitted

Two copies of the note
on Bhaktal. The books
are submitted herewith

M

31.7.62

The letter to the Resident
enclosing a copy of the
report will be issued

A copy has to be sent
to the J & H with a DO
letter

M

1/8/62

A NOTE ON THE BHATKAL HARBOUR AND THE SHIMOGA-BHATKAL RAILWAY
SCHEME.

The Mysore State is land locked and suffers from the economic disadvantage of having to send goods intended for Bombay and Europe over long distances inland. In order to overcome these disadvantages the Mysore Government have been endeavouring to obtain access to a port on the west coast for a long time past. After careful consideration, the Government came to the conclusion that the port of Bhatkal on the west coast which, at the nearest point, is only 10 miles from the Mysore frontier would serve the requirements of Mysore trade. This port is situated at the extreme south end of the Bombay Presidency and near a point where the boundaries of the Bombay and the Madras Presidencies and of the Mysore State meet. On account of the small width of the British territory lying between the port and the Mysore frontier, neither Madras nor Bombay are in a position to benefit from it, while it is most advantageously situated as regards Mysore.

With the informal approval of the Government of India and the permission of the Government of Bombay, the Mysore Government arranged for preliminary investigations with a view to explore the possibilities of Bhatkal as a port for Mysore.

In April 1916 the Government of Mysore addressed the Government of India regarding the development of a port at Bhatkal and the construction of a railway thereto from the Mysore plateau and sought the following concessions:

(1) Permission to develop a port at Bhatkal and to construct a railway to that port from the Mysore frontier, a distance of about fourteen miles, the cost being borne by the Mysore Government.

(2) The lease, for the purpose, of an area of two square miles of land and foreshore, in perpetuity, or for a term of 99 years, with option of renewal.

(3) Land for a railway to be granted in accordance with rules already prescribed in this behalf by the Government of India.

(4) Cession of jurisdiction over the land and foreshore required for the railway and the harbour.

At the suggestion of the Government of Bombay, a Conference was held for the discussion of the questions involved, under the presidency of His Excellency the Governor, at which the British Resident and the Dewan of Mysore were also present. The Government of Bombay communicated their views in the matter after the Conference. They had no objection to the establishment of a port at Bhatkal by the Mysore Government and to the construction of a railway thereto from the Mysore frontier. For this purpose they were prepared to grant the necessary facilities such as the transfer of land required by acquiring the same from private parties, if necessary. They, however, objected to the cession of jurisdiction of any kind over the area to the Durbar and to any interference with the existing system of collecting customs revenue at the port. They also suggested the constitution of a trust for the management of the port.

The Government of Mysore pointed out to the Government of India that without jurisdiction the other concessions would lose much of their value and importance to Mysore and requested the Government of India -

- (1) to accord formal approval to the proposal to develop the port of Bhatkal and to take a railway thereto,
- (2) to grant the Durbar full jurisdiction, for administrative purposes, over an area of three square miles required for railway and the harbour,
- (3) to permit the Durbar to undertake the collection of customs dues and to make over the net profits to the British Government, and
- (4) to vest the marine administration of the port in the Durbar.

The Resident wrote to the Government of Mysore stating that while the proposals of the Government of Mysore were being forwarded to the Government of India, the latter were unlikely to take up the question of jurisdiction until they were fully satisfied that the scheme was remunerative and that the State and its people were likely

to benefit by it. In reply to this, it was urged that while the harbour scheme, taken by itself, might not be remunerative for some years, the scheme had to be considered together with the Shimoga-Bhatkal Railway scheme as by far the largest portion of the railway traffic would be due to the harbour and the largest portion of the harbour traffic to the railway. The capital outlay on the harbour works was estimated at roughly one crore of rupees and the preliminary estimate of the cost of the railway at Rs. 110 lakhs. The total outlay on account of the harbour and the railway would thus amount to Rs. 210 lakhs and a net return of Rs. 7,22,250/- (4 % on the capital outlay of Rs. 210 lakhs) was anticipated. It was also pointed out that the Mysore Government did not regard the scheme as purely a commercial and financial one but viewed it as a project with potentialities for the commercial and industrial development of the State.

The subject was discussed by Sir Albion Banerji, Dewan of Mysore, with His Excellency the Viceroy, in 1923. As the Government of India felt doubtful whether the project could be considered commercially and financially a successful proposition, they seemed reluctant to commit themselves to any final decision in regard to the question of jurisdiction. The Government of Mysore did not pursue the matter further.

The question now is whether the Government of India would be willing to consider once again the proposals to establish a port at Bhatkal and to connect it with a railway. ^{A part of this Railway} It may be mentioned that the ~~Bhatkal has already been constructed. The reconstruction of the Iron Works~~ ^{since} ~~Birur-Gulmoga Railway has been extended up to Talguppa. Indeed~~ ~~navak and the construction of (now in progress) of a 4000~~ ~~miles from Bhatkal.~~ ^{The Mysore Government are prepared to investigate} ~~any station at 900 feet above sea level to be connected with the railway of~~ ~~the economic and commercial possibilities of the harbour in the light~~

~~under~~ ~~of~~ present conditions. ~~if a~~ ~~if a~~ ~~re-examination~~ of the
 first is ~~thought~~ in determining the
 economic and commercial possibilities

 The Harbor scheme. under present conditions

Mysore.

1st August 1942.

No. C. 1
Encls. 2

My dear Colonel Fraser,

The question of a port ^{for} in Mysore on the west coast was referred in the course of my conversation with Sir Henry Craik yesterday. I am enclosing two copies of a note summarising the history of this matter and shall be obliged if you will kindly give one copy to Sir Henry Craik, retaining the other for your own information.

Yours sincerely,
Sd. N. Madhava Rau.

The Hon'ble
Lieut.-Colonel D. de M. S. Fraser, C.I.E.,
Resident in Mysore,
MYSORE.

Issued. No. 6 / Enclure

2nd August 1942.

2. 8. 1942

My dear Mr. Thumboo Chetty.

During my conversation the other day with Sir Henry Craik, Political Adviser to the Crown Representative, I casually mentioned the Bhatkal harbour scheme. As he seemed to be interested in the matter I have sent him, through the Hon'ble the Resident, a note summarising the history of the scheme. I herein enclose copy of the note for favour of submission to His Highness for information.

Yours sincerely,

Rajasabhabhushana

T. Thumboo Chetty, Esq., O.B.E.,

Private Secretary to His Highness

The Maharaja of Mysore,

MYSORE.

cc to the Maharaja, etc

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- (3) Land for a railway to be granted in accordance with rules already prescribed in this behalf by the Government of India.
- (4) Cession of jurisdiction over the land and foreshore required for the railway and the harbour.

At the suggestion of the Government of Bombay, a Conference was held for the discussion of the questions involved, under the presidency of His Excellency the Governor, at which the British Resident and the Dewan of Mysore were also present. The Government of Bombay communicated their views in the matter after the Conference. They had no objection to the establishment of a port at Bhatkal by the Mysore Government and to the construction of a railway thereto from the Mysore frontier. For this purpose they were prepared to grant the necessary facilities such as the transfer of land required by acquiring the same from private parties, if necessary. They, however, objected to the cession of jurisdiction of any kind over the area to the Durbar and to any interference with the existing system of collecting customs revenue at the port. They also suggested the constitution of a trust for the management of the port.

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The Resident wrote to the Government of Mysore stating that while the proposals of the Government of Mysore were being forwarded to the Government of India, the latter were unlikely to take up the question of jurisdiction until they were fully satisfied that the scheme was remunerative and that the State and its people were likely to benefit by it. In reply to this, it was urged that while the harbour scheme, taken by itself, might not be remunerative for some years, the scheme had to be considered together with the Shimoga-Bhatkal Railway Scheme as by far the largest portion of the railway traffic would be due to the harbour and the largest portion of the harbour traffic to the railway. The capital outlay on the harbour works was estimated at roughly one crore of rupees and the preliminary estimate of the cost of the railway at Rs 110 lakhs. The total outlay on account of the harbour and the railway would thus amount to Rs 210 lakhs and a net return of Rs 7,22,250/- (4 % on the capital outlay of Rs 210 lakhs) was anticipated. It was also pointed out that the Mysore Government did not regard the scheme as purely a commercial and financial one but viewed it as a project with potentialities for the commercial and industrial development of the State.

The subject was discussed by Sir Albion Banerji, Dewan of Mysore, with His Excellency the Viceroy, in 1923. As the Government of India felt doubtful whether the project could be considered commercially and financially a successful proposition, they seemed reluctant to commit themselves to any final decision in regard to the question of jurisdiction. The Government of Mysore did not pursue the matter further.

The question now is whether the Government of India would be willing to consider once again the proposals to establish a port at Bhatkal and to connect it with a railway. A

part of this railway has since been constructed. The development of the Iron Works at Bhadravati and the construction (now in progress) of a hydro electric generating station at Jog are also factors to be considered in determining the economic and commercial possibilities of the harbour scheme under present conditions.

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Bhatkal Development Project.

With the inauguration of Hydro-electric Works for generating electricity at Jog Falls, many of the dreams of Indian Industrialists have at once come within practical scope. The far-reaching results of the achievements are not restricted to the Mysore State but hold out prospects of developing large areas of Kanara District hitherto unknown to and neglected by Indian Industrialists.

Bhatkal, the southern most harbour of the Bombay Province, on the Kanara coast is only 40 miles from the Jog Falls and the Jog Hydro-electric works bid fair to restore to Bhatkal the high position it held till the 17th century as a great mari-time centre of international trade and commerce. The whole of politically awakened Karnatak is keenly alive to these great possibilities. A memorandum has been prepared in connection with the development of Bhatkal which has been circulated among the leaders of Karnatak and other individuals and Government spokesmen. One direct result of the compilation of the data in the memorandum has been, that the Karnatak Chamber of Commerce, realising the importance of the place, urged the Bombay Government to develop the Bhatkal harbour. Mr. B. G. Kher, ex-premier of Bombay has taken a great interest in Bhatkal Industries Projects. The Bombay Economic and Industrial Survey Committee appointed by the Bombay Government under the Chairmanship of Sir Purshottamdas Thakurdas have also accepted the points of the memorandum and included them in their report. The Diwan of Mysore, Rajmantra Pravin N. Madhav Rao, after thorough consideration of the project in a Committee has ordered that the Mysore Government should do everything at their disposal for the said achievement. The Bombay Government have not only issued a G. R. on the development of the Bhatkal Port and asked me to furnish them with the detailed plans and proposals of the Bhatkal Port and its development but have also notified through the Commissioner of Southern Division that they are prepared to go further if sufficient grounds are given in the matter of improvement of Roads before harbour improvement works are undertaken. Sir M. Vishweshwarayya under whose instructions in 1915 the Mysore Government undertook the survey of Bhatkal Port, has blessed the enterprise.

Item by item the Industrial Programme, chalked out by the Late His Highness Shri Krishnarajendra Wadiar Bahadur and his most able advisor Sir M. Vishweshwarayya, for the Mysore State, is being worked out and the inauguration of the Hydro-electric Scheme of the Jog Falls is destined to accelerate the industrialisation of the State in geometrical progression. The efficient exploitation of the tremendous power generated by the Jog Falls is vitally bound with the Bhatkal harbour and its industrialisation. The Jog power at Bhatkal would be decidedly cheaper than that of Bombay. Kanara has ample labour, Bhatkal has very good climate and plenty of water facility. If the Bhatkal Port is developed and the area is industrialised within 10 years it will become one of the important industrial cities and harbours of India; for, the major portion of export and import trade of Mysore State, H. E. H. The Nizam's Dominions and the greater part of Deccan will centre there.

Ship Building Industry:

As for the Industrialisation, let it begin with ship-building industry. Kanara is very proud of its ship-building industry from time immemorial and it is carried out even today. All materials and labour needed for ship-building are available at Bhatkal and nearby. Kanara forests and Mysore's Govardhanagiri Forests have inexhaustible timber. Bhatkal is the central place and gate-way of Mysore in all respects. In the present war a good portion of the tonnage of the World has been sunk, and still more is being sunk than could be easily replaced, and the major portion is commandeered for war purposes. So vessels for coastal shipping are urgently needed, that too in good number. Even after the War, these ships would last for a considerable period. When the Jog power will be available with the Bhadravati Iron & Steel Works in close proximity the Timber Marine Craft Yards will be turned into Modern Ship Building Yards. Thus a very flourishing National Key Industry can easily be established.

The Sugar Industry:

Within a radius of 30 miles from Bhatkal there are more than 20,000 acres of fertile fields where sugar cane can be grown; for the factory. The sugar yield in Madras is 9.5% in U. P. & Bihar it is 9% and in Bombay it is 11%. But the Bhatkal Centre being coastal area, where hot days in a year are more, the yield is more than 12%. Besides, the cane yield per acre also is higher than in the above mentioned areas. Bombay and Madras produce 70,000 tons and consume 2,84,000 tons of

ANANT & CO.

APPLICATION FORM FOR PLOTS.

To,

MESSRS ANANT & CO.,

BHATKAL, (N. Kanara)

Sirs,

I/We send here-with the sum of Rupees*.....
being fees for the registration of my/our name with you and I/We
authorise you to deal on my/our behalf with the Government of Bombay
in respect of purchase of plots† in the under mentioned areas.

Date,

Signature.

Name in full (in block letters).....

Occupation.....

Address.....

Areas :—(1) Industrial Area.....

(2) Civil Population Area.....

(3) Harbour Area.....

(4) Market Area.....

(5) High-Road Area.....

* All cheques and drafts must be crossed.

† Each plot measuring about 600 sq. yds.

sugar per year. Thus there is an ample market. By this industry the fallen peasantry of Kanara will again rise. More than 20,000 families will prosper. As Kanara forests can supply 20 to 25 thousand tons fuel wood per year for industrial purposes, by utilising the same in the sugar factory not only the Government will be profited but also the bagasse, which is burnt in the sugar factories in India, can be utilised in the manufacture of Cellulose pulp industry, from which paper, Rayon (artificial silk) and paints are manufactured, an unique advantage which Bhatkal alone possesses. It has been proved in Italy that Rayon produced from bagasse give an out-put of about 14,000 lbs of Cellulose pulp viz. about 12,500 lbs of Rayon fibre per acre of cane. Thus there will be a new field for three big industries wherein thousands of the educated unemployed would get employment.

Chemical Industry:

Sanikatta Salt Works in Kanara being in the vicinity of Bhatkal, only at a distance of 30 miles, that by electroletic process chemical industries can successfully be started is an authentic opinion. For this industry, first the sugar industry must be established, for the Chlorine gas produced can be utilised for bleaching the bagasse and bamboo pulps. From Salt are produced caustic soda, soda carbonate, Chlorine gas bleaching powder, Hydro-chloric Acid, Zinc chloride, Sodium Silicate and other Soda products which are more important heavy chemicals. Thus the sugar industry in Bhatkal is a Key and Basic Industry on which paper, Rayon, paints and heavy chemical Industries are based for their economic success.

By May 1944 the Jog Hydro-electric Works would be completed and the Bombay Government would get 90,000 K. W. of power per day for utilisation in the Southern Division for industrial purposes. Bhatkal would be the second Hydro-electric power centre in the Bombay Province which would not only bring a very fat revenue to the Government, but also would solve the economic problem of Kanara and Karnatak in particular and Bombay in general.

In view of the work that I have been doing for the last twelve years, both the Governments of Bombay and Mysore have asked me to proceed with the work. Accordingly I have started a prospecting firm by name 'Anant & Co.' which undertake the work of surveying, promoting and managing an Engineering Concern that would undertake the construc-

tion of the Harbour improvements and other construction works in connection with the industrialisation of Bhatkal. I have informed the said Governments that I would start the following public concerns:—

(1) An Engineering Concern :

(a) Industrial Engineering for construction of marine crafts, machinery etc.

(b) Civil Engineering for the construction of Harbour, Roads, Buildings etc.

(2) Transport Company for goods and passenger traffic from Bhatkal to Sagar and Bhatkal to Hubli via Jog and Sirsi which brings Bhatkal within a 24 hours journey from Bombay.

(3) Sugar Industries: Baggasse Celullose pulp for Rayon Manufacture as main product.

(4) Hydro-electric Monopoly for Bhatkal Industrial requirements.

Hence you can gauge the vast scope and field for the development of Bhatkal town and thereby Kanara and Karnatak. I expect that as soon as Industrial and Harbour work is being started people from Karnatak, Mysore and Bombay will flock to Bhatkal seeing the importance of the place to capture the trade, commerce and industry. Thus thousands of buildings for the general utility would be constructed by the public. As the originator, promoter and organiser of Bhatkal Industrial centre and Harbour it is my duty that the general public go to Bhatkal and reside there and take advantage of the same. In order to facilitate the building of houses etc. for the growing population and trade I have made arrangements with M/s. The Bombay Life Assurance Co. Ltd. who have agreed to extend their Building Scheme facilities which are generally extended to the very few big cities like, Bombay, Ahmedabad, Calcutta, Delhi etc. to the Bhatkal area. That a concern like the Bombay Life have come forward with the offer shows the soundness of the scheme and importance of the place as well. Following are the most important of the conditions under which loan will be granted.

(1) The loan amount to be advanced will not exceed 50% of the value of the land and building as certified by the Co's Architects.

subject to a maximum loan of Rs. 3,000 to an individual.

(2) The rate of interest will be 6% per annum, the interest payable half yearly or yearly.

(3) The period of loan shall not exceed 15 years.

(4) The borrower shall insure with the Company for an amount equal to the loan and the whole property to be assigned to the Company till the loan is fully paid.

The Bhatkal Industrial Extension area will be divided into 5 units. (1) Industrial area (2) Civil Population area (3) Harbour area (4) Market area (5) High Road area, a road 120ft. broad having 10 ft. foot-paths on both sides extending from harbour right up to the demarcation of the eastern end of the city area, a distance of 8 miles. This road will divide industrial area from the civil population area.

Along with the detailed plans and estimates of the Bhatkal harbour to cope with a traffic of 1,50,000 tons of goods, to begin with, not only the detailed plans of an aerodrome, a dam on the Venkatapur River for water supply and Ship Building Industry but also proposals for an Industrial City planning are going to be furnished to the Governments of Bombay and Mysore. Hence while sending the proposals, I have been advised by the authorities to furnish the Government of Bombay with the figures of those who would definitely purchase plots in the above said areas. So, those who intend to purchase the same are requested to register their names with "ANANT & Co." who are doing the prospecting work.

This Company on behalf of their constituents will deal with the Governments in all respects and will try to get more time limit, say 2 years, than offered by the Government to the general purchasers, besides first preference of purchase of plots. In addition this company will not only furnish their constituents with the maps of the detailed plans of the specified areas but also offer the insurance concessions obtained by them from "The Bombay Life". And also if the registered constituents so desire, will arrange with the proposed State aided Engineering Firm to construct their buildings first in preference to those of the un-registered, on the basis of absolute, rates or supervision contract. For all these most responsible labours the Company's charge is only Rs. 25 per plot. Those who register

their names by paying Rs. 25 per plot will be supplied with a copy of memorandum of Industrial planning at Bhatkal.

Note: Money should be sent by Scheduled Bank Drafts or Postal Drafts duly crossed on Bombay or Bhatkal branches, only in the name of "ANANT & Co." Bhatkal.

A. M. BHAT,
"Anant & Co."
Bhatkal. (N.Kanara)

No. 5967-G/39.

Revenue Department.

Bombay Castle, 12th May 1942.

From

The Assistant Secretary to the Government of
Bombay, Revenue Department ;

To,

A.M.Bhat, Esqr.

Subject:- Industrialisation of
Bhatkal (Kanara).

Sir,

With reference to your letters dated the 2nd and 28th April 1942 regarding the industrialisation of Bhatkal, I am directed to state that no specific orders of Government are necessary for securing any co-operation from the local Government officers. You will have to collect all the data for your industrial scheme yourself.

2. As regards permission for marine survey, I am directed to state that the necessary orders cannot be issued without hearing from the Collector of Salt Revenue who has been asked to report to Government in the matter.

Your obedient servant,

(Sd.) F.H.Devitre.

Assistant Secretary to the Government of
Bombay, Revenue Department.

A NOTE ON THE BHATKAL HARBOUR AND THE SHIMOGA-BHATKAL RAILWAY SCHEME.

The Mysore State is land locked and suffers from the economic disadvantage of having to send goods intended for Bombay and Europe over long distances inland. In order to overcome these disadvantages the Mysore Government have been endeavouring to obtain access to a port on the west coast for a long time past. After careful consideration, the Government came to the conclusion that the port of Bhatkal on the west coast which, at the nearest point, is only 10 miles from the Mysore frontier would serve the requirements of Mysore trade. This port is situated at the extreme south end of the Bombay Presidency and near a point where the boundaries of the Bombay and the Madras Presidencies and of the Mysore State meet. On account of the small width of the British territory lying between the port and the Mysore frontier, neither Madras nor Bombay are in a position to benefit from it, while it is most advantageously situated as regards Mysore.

With the informal approval of the Government of India and the permission of the Government of Bombay, the Mysore Government arranged for preliminary investigations with a view to explore the possibilities of Bhatkal as a port for Mysore.

In April 1916 the Government of Mysore addressed the Government of India regarding the development of a port at Bhatkal and the construction of a railway thereto from the Mysore plateau and sought the following concessions:

- (1) Permission to develop a port at Bhatkal and to construct a railway to that port from the Mysore frontier, a distance of about fourteen miles, the cost being borne by the Mysore Government.
- (2) The lease, for the purpose, of an area of two square miles of land and foreshore, in perpetuity, or for a term of 99 years, with option of renewal.
- (3) Land for a railway to be granted in accordance with rules already prescribed in this behalf by the Government of India.
- (4) Cession of jurisdiction over the land and foreshore required for the railway and the harbour.

At the suggestion of the Government of Bombay, a Conference was held for the discussion of the questions involved, under the presidency of His Excellency the Governor, at which the British Resident and the Dewan of Mysore were also present. The Government of Bombay communicated their

views in the matter after the Conference. They had no objection to the establishment of a port at Bhatkal by the Mysore Government and to the construction of a railway thereto from the Mysore frontier. For this purpose they were prepared to grant the necessary facilities such as the transfer of land required by acquiring the same from private parties, if necessary. They, however, objected to the cession of jurisdiction of any kind over the area to the Durbar and to any interference with the existing system of collecting customs revenue at the port. They also suggested the constitution of a trust for the management of the port.

The Government of Mysore pointed out to the Government of India that without jurisdiction the other concessions would lose much of their value and importance to Mysore and requested the Government of India --

- (1) to accord formal approval to the proposal to develop the port of Bhatkal and to take a railway thereto,
- (2) to grant the Durbar full jurisdiction, for administrative purposes, over an area of three square miles required for railway and the harbour,
- (3) to permit the Durbar to undertake the collection of customs dues and to make over the net profits to the British Government,
- and
- (4) to vest the marine administration of the port in the Durbar.

The Resident wrote to the Government of Mysore stating that while the proposals of the Government of Mysore were being forwarded to the Government of India, the latter were unlikely to take up the question of jurisdiction until they were fully satisfied that the scheme was remunerative and that the State and its people were likely to benefit by it. In reply to this, it was urged that while the harbour scheme, taken by itself, might not be remunerative for some years, the scheme had to be considered together with the Shimoga-Bhatkal Railway Scheme as by far the largest portion railway traffic would be due to the harbour and the largest portion of the of the/harbour traffic to the railway. The capital outlay on the harbour works was estimated at roughly one crore of rupees and the preliminary estimate of the cost of the railway at Rs. 110 lakhs. The total outlay on account of the harbour and the railway would thus amount to Rs. 210 lakhs and a net return of Rs. 7,22,250/- (4 % on the capital outlay of Rs. 210 lakhs) was anticipated. It was also pointed out that the Mysore Government did not regard the scheme as purely a commercial and financial one but

viewed it as a project with potentialities for the commercial and industrial development of the State.

The subject was discussed by Sir Albion Banerji, Dewan of Mysore, with His Excellency the Viceroy, in 1923. As the Government of India felt doubtful whether the project could be considered commercially and financially a successful proposition, they seemed reluctant to commit themselves to any final decision in regard to the question of jurisdiction. The Government of Mysore did not pursue the matter further.

The question now is whether the Government of India would be willing to consider once again the proposals to establish a port at Bhatkal and to connect it with a railway. A part of this railway has since been constructed. The development of the Iron Works at Bhadravati and the construction (now in progress) of a hydro electric generating station at Jog are also factors to be considered in determining the economic and commercial possibilities of the harbour scheme under present conditions.

Railway Secrétariat.

File No.

of 194

Submitted for order whether this file regarding
the Blackal Humboldt scheme may now be referred to
the P.W. Secretary

Ms
6.8-12



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Sabr.)

This will, if approved,
be recorded.

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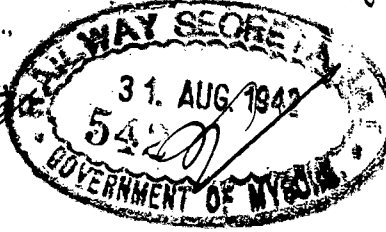
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NOTE.—Contn. sheet.



Bhoopalam R. Chandrasekharayya, B. A.,
MERCHANT.

ಭೂಪಾಲಂ ಆರ್. ಚಂದ್ರಶೇಖರಯ್ಯ, ಬಿ. ಎ.
ಅಡಿಕೆ ಮಂಡಿ, ಶಿವಮೊಗ್ಗ.



Handwritten notes and signatures in the top right corner, including "SHIMOGA. (MYSORE STATE)" and the date "26. 8. 1942".

ಮೈಸೂರು ಸಂಸಾಧನದ ಸರ್ಕಾರದ ಶ್ರೀಮಂ ಕಾರ್ಯದರ್ಶಿಗಳವರ ಸ್ವಲ್ಪ
ಭೂಪಾಲಂ. ರು. ಚಂದ್ರಶೇಖರಯ್ಯ ಸ. ಎಚ್. ಹೆಸರಿನಲ್ಲಿ.

ದಾವಣಗೆರೆಗೆ ಶ್ರೀಮತ ಮಹಾರಾಜರವರು ಈಚೆಗೆ ದಯಮಾಡಿಸಿ
ದಾಗ್ಯೆ ಅಲ್ಲಿ ಅರ್ಜಿ ಸಿದ್ಧ ಅನ್ನು ವಕ್ರೈಗಳಲ್ಲಿ ಆಡುಗಳ ಕೇವಲ ವಿಚಾರ ಅಭಿವ
ಮಹಾಸ್ವಾಮಿಯವರ ಅವಗಾರನೆಗೆ ಬಂದುದೂ ಅವಿಚಾರದಲ್ಲಿ ಅವರ
ಅಸಕ್ತಿಯನ್ನು ವ್ಯಕ್ತ ಪಡಿಸಿದುದೂ ಸರ್ಕಾರದವರ ಗಮನವಲ್ಲದೆ. ಆಡುಗಳೇವು
ಅವಷ್ಟು. ಲಾಂಛನ ಕೆಯಾಡಾಗಿ ಕರ್ಣಾಟಕದ ವ್ಯಾಪಾರ ಕೈಗಾರಿಕೆಗಳು ಅಭಿವೃದ್ಧಿ
ಅಗಲೇಕೆಂದು ಕುಂಬಾಶ್ರಮಿಸುತ್ತಿರುವ ಶ್ರೀ. ಆಡುಗಳದ ಗಿ.ಎಂ. ಆಡುಗಳವರಿಗೆ ಈಗ
ಬೊಂಬಾಯಿ ಸರ್ಕಾರದವರು "Maritime and Civil Supply" ಬಂದರ್ ಮತ್ತೆ
ಭೂಮಿ ಪರಿಶೀಲನೆ ಬಗ್ಗೆ ಪರವಾನಿಗೆ ಕೊಟ್ಟಿರಲಿ (Permitting). ಈ
ಪರವಾನಿಗೆ ಬೊಂಬಾಯಿ ವು ಎಷ್ಟು ಕಷ್ಟದ ವಿಚಾರವೆಂಬುದನ್ನೂ ಅಂತಹ
ಪರಿಶೀಲನೆ ಎಷ್ಟು ಅಮೂಲ್ಯ ವಾದುದೆಂಬುದನ್ನೂ ಸರ್ಕಾರದವರು ಮನಗಾಣಿಸಿ
ಅದರ ರೀತಿ ಇಂತಹ ಸುಸಂಧಿಯನ್ನೂ ಅವರಲ್ಲೂ ಈ ಯುದ್ಧಕಾಲದ ಕೊರತೆಗಳ
ಗಾಗಿಯೇ ಬೊಂಬಾಯಿ ಸರ್ಕಾರದವರು ಪರಿಶೀಲನೆ ಬಗ್ಗೆ ಪರವಾನಿಗೆ
ಕೊಟ್ಟಿರತಕ್ಕ ಸಂದರ್ಭವನ್ನೂ ಮೈಸೂರು ಸರ್ಕಾರದವರು ನ್ಯಾಯ ಪಾಡ
ರೀತಿಯಲ್ಲಿ ಉಪಯೋಗಿಸಿ ಸ್ವೀಕೃತ ಸಂಸಾಧನದ ಅಕ ಸಾಧಿಸ ಬಹುದೆಂದು
ನನ್ನ ಅನುಕೂಲವಿದೆ. ಏಕೆಂದರೆ ಈ ಪರಿಶೀಲನೆಯಲ್ಲಿ ಸರ್ಕಾರದವರು

३१. ४. १८५३



Bhoopalam R. Chandrasekharayya, B. A.,
MERCHANT.

ಭೂಪಾಲಂ ಆರ್. ಚಂದ್ರಶೇಖರಯ್ಯ, ಬಿ. ಎ.,
ಅಡಿಕೆ ಮಂಡಿ, ಶಿವಮೊಗ್ಗ.

SHIMOGA.
(MYSORE STATE)

೩೬. ೩. ೫೩

- ೨ -

ಪೂರ್ಣ ಸಕ್ರಿ ವರಿಸಿದಲ್ಲಿ, ಇಟ್ಟಿಲ್ಲದ ಯೋಜನೆಗೆ ಸಂಬಂಧ ಪಟ್ಟ ಅಂಶ
ಅಂಶಗಳೆಲ್ಲ ಕಡಿರಲಾಗಿ ಸರ್ಕಾರದವರ ಅವಗಾಹನೆಗೆ ಹೊರೆಯುತ್ತವೆ.
ಈ ಅಂಶ ಅಂಶಗಳು ಅತ್ಯಮೂಲ್ಯವಾದ ಪ್ರಗತಿಗಳೆಂಬ ವಿಚಾರ ಪ್ರತಿ ಹೇಳ
ಬಯಸುತ್ತೇನೆ.

ಬರುತ್ತೆ: 1916-17-18 ನಾಲ್ಕು ಸಲ ಇಟ್ಟಿಲ್ಲದ ಯೋಜನೆಗೆ
ಸಂಬಂಧ ಪಟ್ಟ ಪರಿಶೀಲನೆಗಳು ಸರ್ಕಾರದವರು ನಡೆಸಿದ್ದಿರಬಹುದು.
(Original scheme connected with a major port development)
ಇದಕ್ಕೆ ಈಗ ಶ್ರೀ. ಆರ್. ಎ. ಇಟ್ಟಿಲ್ಲದವರು ಗಮನದಲ್ಲಿಟ್ಟುಕೊಂಡು
ಸಂಘರೇಷನ ವಿಚಾರ: ಮೊದಲನೆಯ ದರ್ಜೆಯ ಸಂಘರೇಷ (Priority
scheme connected with a minor port development)
ಇದರ ಬಗ್ಗೆ ಮೈಸೂರು ಸರ್ಕಾರದವರು ಈ ವರೆಗೆ ಪರಿಶೀಲನೆ ನಡೆಸಿರುವುದಿಲ್ಲ.
ಪರಿಶೀಲನೆ ನಡೆಸಿದಲ್ಲಿ ಕೂಡಲೆ ಪ್ರಯೋಜನ ಮೈಸೂರಿಗುಂಟೆಂಬದೇ ನನ್ನ
ಭ್ರಮ.

ಶ್ರೀ. ಆರ್. ಎ. ಇಟ್ಟಿಲ್ಲದವರು ಮೊಂಬಾಯಿ ಸರ್ಕಾರಕ್ಕೆ ಎಚ್ಚರಿಕೆ ಕೊಂಡು
ಪತ್ರದಲ್ಲಿ ಬಂದರೆ ಕಟ್ಟುವಾಗ ಮೈಸೂರು ಸರ್ಕಾರದ ಹಣ ಸಹಾಯ ಪಡೆಯ
ಬಹುದಾದ ಸಂದರ್ಭವನ್ನು ಈಗಲೇ ವಿವರಿಸಿದ್ದಾರೆ. ಮೈಸೂರು ಸರ್ಕಾರದ
ಸಹಾಯ ಪಡೆಯುವ ವಿಚಾರದಲ್ಲಿ ಮೊಂಬಾಯಿ ಸರ್ಕಾರದವರ ಅಭ್ಯಂತರವಿಲ್ಲ
ವೆಂದೂ ಆದರೆ ಬಂದರ್ ಮೇಲಿನ ರೂಪಾಣಿ (Commercial) ಕಾನೂನು ರೀತ್ಯ
ಮೊಂಬಾಯಿ ಸರ್ಕಾರದಿಂದ ಬೇಕೆಂತೂ ಎಂದು ಪತ್ರದಲ್ಲಿ ಕೆಳಗಿದ್ದಾರೆ.



Bhoopalam R. Chandrasekharayya, B. A.,
MERCHANT.

SHIMOGA.
(MYSORE STATE)

ಭೂಪಾಲಂ ಆರ್. ಚಂದ್ರಶೇಖರಯ್ಯ, ಬಿ. ಎ.,
ಅಡಿಕೆ ಮಂಡಿ, ಶಿವಮೊಗ್ಗ.

26. 8. 42

- 3 -

ಈ ಪತ್ರವನ್ನು ಶ್ರೀ ಅಚ್ಚರವರು ಕಡು ಅವಗಾಹನೆಗೆ ಕರುತ್ತಾರೆ. ಅದುದರಿಂದ
ಈಗ ನಡೆಯಬೇಕಾಗಿರುವ ಪರಿಶೀಲನಾ ಕಾರ್ಯಗಳಲ್ಲಿಯೂ ಸರ್ಕಾರದವರು
ಅನುಕ್ರಮವಾಗಿ ಕೊಡು ಕೊಡು ಬರಲಾರವೆಂದು ನಂಬಿದೆ.

ಬಿಲ್ಲು ಸಂದ ಅರ್ಜಿಗಳನ್ನು ಪರ್ಯಾಯೋಚನಿ ಪರಿಶೀಲನಾ ಕಾರ್ಯಕ್ಕಾಗಿ
ಶ್ರೀ. A. M. ಅಚ್ಚರವರ ನೆರವಿಗೆ ಕಟ್ಟಿ ಕೊಡಲು ಕೊಟ್ಟು (Practical Safeguards)
ಸರ್ಕಾರದವರು ಬರಬೇಕೆಂದು ಪ್ರಾರ್ಥಿಸುತ್ತೇನೆ. ಈ ಪತ್ರವನ್ನು ಸಾರ್ವಜನಿಕ
ಮತ್ತು ಸಂಸ್ಥಾನದ ಹಿತವಿಟ್ಟು ಬರೆದಿರುತ್ತೇನೆ. ಶ್ರೀ ಅಚ್ಚರವರು
ಪರಿಶೀಲನೆ ಕಾರ್ಯ ನೆರವೇರಿಸುವುದರಲ್ಲಿ ನನಗೆ ಪೂರ್ಣ ಅರವನೆ ಯಿರುವುದರಿಂದ
ಈ ಪತ್ರ ಬರೆದಿದೆ. ಅವರ ಪತ್ರವ್ಯವಹಾರ ಪೂರ್ಣ ನೋಡಿ ದಲ್ಲಿ ಸರ್ಕಾರ
ದವರಿಗೂ ಅರವನೆ ಬರುವುದು. ಅವರ Consulting Engineer Sir M.
ಎಂ. ಕೆ. ಕಾರ್ಯ ನವಕೆ ಎಂದಿಗೂ ಈ ವಿಚಾರ ಹಿಟ್ಟಿಗೆ ಎನಿಸುವುದು
ಬೇಕಾಗಿಲ್ಲ. ಈ ವಿಚಾರಗಳನ್ನು ಕಡು ಕಡು ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ
ಸರ್ಕಾರದವರು ಶ್ರೀ. ಅಚ್ಚರವರು ಎಂದಿಗೂ ಈ ವಿಚಾರ ಹಿಟ್ಟಿಗೆ ಎನಿಸುವುದು

26. 8. 42

ಭೂಪಾಲಂ. ರ. ಚಂದ್ರ ಶೇಖರಯ್ಯ

ವಿ. ನಂ. : ಈ ವಿಚಾರಗಳನ್ನು ಕಡು ಕಡು ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ
ಗೂ ಎನ್ನುವುದರಿಂದ ಕಾರ್ಯಗಳನ್ನು ಕಡು ಕಡು ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ
ಸರ್ಕಾರಕ್ಕೆ ವರದಿ ಮಾಡುವುದನ್ನು ಕಡು ಕಡು ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ ಎನ್ನಿ
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ಭೂಪಾಲಂ. ರ. ಚಂದ್ರ ಶೇಖರಯ್ಯ
26-8-42

RAILWAY SECRETARIAT.

ROUTINE NOTE.

217
26/8/42
gjn

"A" P. Mr. B. P. Chaudhary, Secy. to Govt. of India, has received a letter of 26-8-1942 from Mr. B. P. Chaudhary, Secy. to Govt. of India, Merchant, Shimoga, Re. early Constn. of Bhatkal Harbour.

Mr. B. P. Chaudhary, Secy. to Govt. of India, has received a letter of 26-8-1942 from Mr. B. P. Chaudhary, Secy. to Govt. of India, Merchant, Shimoga, Re. early Constn. of Bhatkal Harbour. He states in his letter under reference, that Mr. B. P. Chaudhary has been permitted by the Bombay Govt. especially during the period of war, to conduct necessary investigations for the development of a harbour at Bhatkal & that Government should take this as a favourable opportunity and take necessary further action in the matter.

Mr. Chaudhary, Secy. to Govt. of India, has received a letter of 26-8-1942 from Mr. B. P. Chaudhary, Secy. to Govt. of India, Merchant, Shimoga, Re. early Constn. of Bhatkal Harbour.

RAILWAY SECRETARIAT.

ROUTINE NOTE.

Given to Mr. Bhat
by this post at any time
Perhaps it may become
necessary to inform the Bombay
Govt. that this Govt. is not
interested in the scheme of
Mr. Bhat.

It may be necessary also to
inform Mr. Bhoopalam
that this Government does not
find Mr. Bhat's scheme
suitable and is not
interested in it.

Edw. Minister }
Dewan } 7/9/42
Mr. V. S. } 7/9/42

6th copy as sent by the
bureau is put up for perusal
by the issue

By Mr. }
10/9/42

Alternative wording

is suggested in pencil for
consideration

Ch. Secy (W.C.) }
16.9.42
9/10/42



126/542

RAILWAY SECRETARIAT.

ROUTINE NOTE

Slip 5

RAILWAY SECT:
No. 21.9.42
Date

OFFICE OF THE MINISTER FOR EDUCATION
Date..... 24-9-42
No..... 1555

332/542

RAILWAY SECT:
No. 26.9.42
Date

line to a min 1/2 hr two sec



Reg. Sect.

Encl. This may perhaps
be recorded for the present

21/9

22/9/42

For forwarding to

Minister
for Education

25.9.42

Recd
26/9

1531/C. B

Bangalore,
Sept. 1942.

Dear Sir,

With reference to your letter dated the 26th August 1942 sent through Mr. A.M.Bhat regarding the assistance to be given to him in connection with the Bhatkal Harbour scheme, [I am

*I am desired to state
that Govt have no
intention of participating
in the work except,
can continue as a
state enterprise
in*

desired to state that Government have
intention of participating in
no idea of undertaking the work unless
it is started as entirely a Government
Scheme.]

Yours sincerely,

153

R.Bhoopalam Chandrasekhariah, Esq.,
Merchant, Shimoga.

amad-ul-Mulk

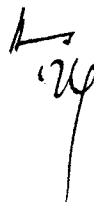
no 1531/CB

17th September 2

Dear Sir,

With reference to your letter dated the 26th August 1942 sent through Mr. A. M. Bhat regarding the assistance to be given to him in connection with the Bhatkal Harbour scheme, I am desirous to state that Government have no intention of participating in the work except entirely as a State enterprise.

Yours sincerely,



R. Bhoopalam Chandrasekhariah, Esqr., B.A.,
Merchant, Shimoga.

GOVERNMENT OF MYSORE

GENERAL AND REVENUE SECRETARIAT

A visitor desiring to see any officer
is requested to send up his name, stating
the nature of his business.

Name A. M. Bheeb

Whom he wishes to see... The Hon. Secy. in
Private Secretary

Business Phosphate Harbours
Development

Submitted

Mr. A. M. Bhat g

Bhatkal has given me
the enclosed application for
submission to the Dewan.
He said he would call
at the Public Office
on Friday morning to
seek an interview with
the Dewan.

15/7/42

A. M. Bhatkal,
Bhatkal.

Camp:-Bangalore,

Dated.15th September1942.

To.

The Dewan of Mysore,
Bangalore.

Sir,

Subject:- Bhatkal Harbour Development.

I wish to place before you the following facts with the hope that you may kindly go through them.

1. I approached the Government of Bombay with a request to instruct the Local Authorities at Bhatkal, to co-operate with me while drawing up plans, proposals etc. of my Bhatkal Development enterprise and the request has been most sympathetically and fully granted (Vide the enclosures submitted)

2. The Collector of Salt Revenue who is also the Collector of Customs for the Minor Ports of the Bombay Presidency, was - deputed in May last to visit Bhatkal and report in detail about all the matters adumbrated in my representation to the Government of Bombay

3. He visited the Bhatkal Port(Proper) area and also the Jali Channel area and recommended that henceforward the Scheme should be called the Bhatkal-"Venkatapur" Harvour Developement Project so that there may not be confusion in the " Name ". He asked me to see him at Bombay early and proceed with further work after taking the oath of secrecy and allegiance and secure the Admiralty charts and maps from the Naval Authorities.

4. He told me that he would recommend to the Government to appoint a Harbour Developement Committee consisting of Bombay and MYsore representatives. The new Site wherein lies the mouth of Venkatapur River is at a distance of four miles north of Bhatkal (proper) Harbour and also is at an equal distance from the new - extention.

5. After departure of the Collector of Customs, in June I received a communication from the Mahalkari of Bhatkal that he has been ordered to assist me.

6. In July last, the Government of India I am reliably given to understand, is intending to establish a Military Air Base at a distance of six miles from the New site: and has called for detailed maps etc. of suitable sites for the same. The Local Authorities have already submitted the details.

7. The Fair season has begun and the work of surveying and planning should be undertaken immediately. The Bhatkal-Venkatapur Harbour is vitally needed for the development of the Commerce and trade and Industry of Mysore State. I need not stress this point, for, the Maharaja himself had publically announced of this in His territorial Tour in July last.

8. As the ~~(Bombay)~~ Government of Bombay has earnestly taken initiative in developing the Bhatkal Venkatapur Harbour and asked me to submit detailed plans, proposals etc. early I beg to submit that this Port being vital importance to the Mysore State, it is necessary that the State should be vigilant to put forward its claim in its development.

9. In the scheme of planning etc. which I shall have to undertake shortly, Your Government would co-operate in the work so as to suit the requirements of the State in extension of - Railway Communication to the Harbour, which, I hope, shall be of the type and extent of Bhavanagar Port. I submit that the Government of Mysore will not let go this opportunity.

10. As the present time is of a critical nature ^{and} of nervousness in the public, the financial side of the Scheme is not inspiring confidence in the lay public. The preliminary expenses of preparing the detailed plans etc. would come to more than forty thousand rupees. It is beyond the capacity of an individual as the Scheme is not a commercial one but a work of Nation Building and Public Utility Enterprise.

I submit, therefore, that you may be pleased to aid me with a sum of fifteen thousand rupees on reasonable terms, to create confidence in the Public to come forward with their co-operation so that they (the Mysoreans) may reap the fruits of future prosperity.

In the end , I wish to submit, the whole Kanara and the Unified Karnataka, would gratefully bless the State for the help to build and develop Our Region for which I shall ever pray.

Yours obediently,

A handwritten signature in cursive script, appearing to read "B. M. S. Chel", is written above a long, horizontal, slightly wavy line that serves as a decorative underline.

C.A. No. 121/Eud. I.

Bangalore,

19th September 1942.

L3

Dear Col. Fraser,

Some time ago I sent you a note on the Bhatkal Harbour Scheme summarising the position as far as this Government is concerned. I enclose a copy of the note for ready reference.

Meanwhile, some people from Kanara District (Bombay) have seen me and proposed to me that it is worth while for us to take up the matter ^{again} for serious consideration now and that the Government of Bombay, too, are interested in pushing through with the project and have, in fact, asked them to collect the necessary data and submit them along with detailed plans and proposals for consideration. In this connection they have asked for some facilities from the State.

Before, however, considering the request, we should like to know if the Government of Bombay wish the question to be re-examined now. I should be grateful if you would kindly ascertain and let us know the views of the Government of Bombay in the matter and also obtain for us the details of any scheme that has been placed before them and any other information that could possibly be supplied at this stage.

Yours Sincerely,
Sd. N. Madhava Rao

The Hon'ble
Lieut.-Colonel D. de M. S. Fraser, C.I.E.,
Resident in Mysore,
B A N G A L O R E.



THE RESIDENCY,
BANGALORE.

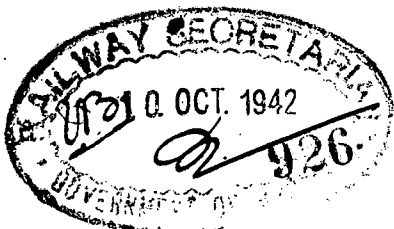
D.O.No.RF.298-42/Pol 7th Octr.1942

DE ... The Bhatkal Harbour and the
8. OCT. 1942 Shimoga-Bhatkal Railway Schemes.

NO. M 243

My Dear Mr. Madhava Rau

I write to acknowledge the receipt of your demi-official letter C.H.No.121, dated the 23rd September 1942, and to say that a copy of that letter and of your note have been forwarded to the Political Department.



Pradhanasiromani
Sh. N. Madhava Rau

Pradhanasiromani
Mr.N.Madhava Rau, B.A., B.L.,
Dewan of Mysore,
Bangalore.

P. U. D.

Serial
No.

Letter of 28-9-1942 from Mr. A. M. Bhat
addressed to the Chief Secy. to Govt. Re
Bhalkal Harbour.

flag H

1. Mr. A. M. Bhat forwards for
information Copy of his representation
of 25-9-1942 addressed to the Bombay
Government Re. Bhalkal Harbour and
requests to be furnished with particulars
on the following subjects:-

- (i) Extension of the railway line from
Talaguppa to Bhalkal.
- (ii) Extension of Steel works at the
Bhadrawati Iron works
- (iii) J of Power works.

2. Subjects nos. (ii) and (iii) are not
dealt with in the Railway Secretariat.
As regards Subject No. 1, no proposal has
been submitted to the Government of India
in regard to the extension of the line from
Talaguppa to Bhalkal. Kind reference
in this connection is requested to letter No.
F268-38/R.O. II of 18-6-1938, wherefrom it
will be seen that the Presidency while
conveying sanction to the construction of
the Salgaon-Talaguppa railway line, have
informed that the Government of India do

not-

not commit themselves to sanctioning any further extension of artillery towards the Coast.

3. Mr. Bhataram Chandrashekharaya also represented during August 1942 on behalf of Mr. Bhat in regard to the early development of Bhatkal Harbour and he was informed in letter No. 1531/CS. of 17-9-1942 that this Government have no intention of participating in this work except entirely as a State enterprise.

Mag R

A. To a further representation made to the Secy by Mr. Bhat on 15-9-1942 the Presidency have ^{been} requested to intimate whether the Bombay Government wish the question re-examined and also details of any scheme that has been placed before them.

K

M

P.

Encls: for orders.

SD 8/10
3/10

Re Secy

3/10

Mr. A.M. Bhat sends a copy of his representation to the Government of Bombay dated 25th September 1942 drawing the Mysore Government's pointed attention to paras 4 and 9.

In para 4, he states that the Mysore

Railway Secretariat

File No.

of 194

Serial
No.

Government assured him that they would create all the necessary facilities in their territory for the development of Bhatkal port, provided a dock which could berth a Liner at the other end of it was constructed and that the Dewan assured him on the 18th September 1942 that the Mysore Government would directly co-operate in the execution of the project provided the Bhatkal Port is controlled and managed by the Mysore Government on Port Trust lines, and that if a private company were allowed to manage it the Mysore Government would be passive co-operators.

In para 9 Mr. Bhat states that if he is allowed to carry out the whole work on his own responsibility, the Bombay Government should recognise his claim for preliminaries and founders' remuneration if his project is approved by Government and that on the point of execution of ~~the~~ project he had not the least objection to put it on Port Trust Lines under the complete control of the Government of Bombay.

I do not see how Mysore Government are interested in the scheme put forward by Mr. Bhat to the Bombay Government except very parenthetically. Our negotiations regarding this important matter have ^{been} carried over for a number of years with the Government of India primarily. Mr. Bhat

NOTE.— Contn. sheet

Bhatkal Harbour Development

File No.

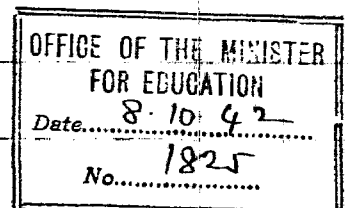
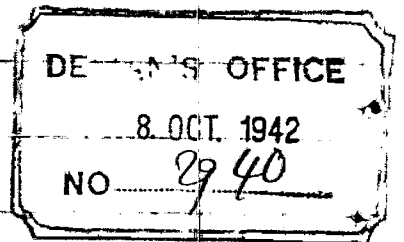
of 19

Railway Secretariat

seems to be trying to involve Mysore Government in this scheme just to get some support from his own Government of Bombay by quoting our assurances of passive and active co-operation for his private enterprise. I think it is much better to let him know once and for all that the Mysore Government is not interested in his scheme and that we are not prepared to participate in the development of the port ^{entirely} except as a Mysore Government enterprise.

Mr. Bhat does not seem to be a man of much substance and it seems ~~to~~ necessary ~~not~~ to *prevent* ~~allow~~ him ~~for~~ *exploit* the prestige of the Mysore Government (with whom he is carrying on unnecessary negotiations,) ~~even~~ with the public, for raising funds for his enterprise. I suggest that we may reply to his letter generally on the same terms as our endorsement to

Mr. Bhoopalam Chandrasekhariah in which we have clearly stated that the Mysore Government have no intention of participating in any Bhatkal Harbour scheme except entirely as a State enterprise. *and cannot negotiate with any private parties*



Education Minister)
&
Dewan
thru
Chief Secretary

5/10/42
9/10/42

8.10.42

168/820

Serial
No.

In addition to issuing an order, we may also inform the Revenue (in continuation of my recent 20 letter) that this gentleman ~~has~~ has no authority whatsoever for some of the statements made in his letter to the Bombay Govt. as to our views and intentions. These statements are misleading & some are quite false.

All
9/10/42

Edn Minister)

JMB
14.10.42

According to recent instructions

of the Dewan and the understanding arrived at by us, this job has in future to be considered as a quasi-political

matter & dealt with in the Chief Secretariat

Ch: Secy W/O) In
15/10/42

A draft reply to Mr. Bhat, and a draft letter to the Resident are subd.

In approval

Dewan

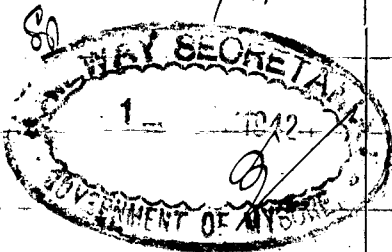
16/10

Recd
17/10/42

JMB
17/10

Do C obtained from
Chief Secy and add
to his file

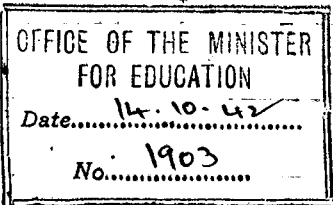
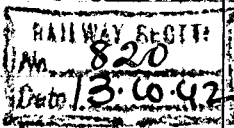
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None are in the

in the file

H.F.



8207/5.X.42.



C.B.
16/10

17

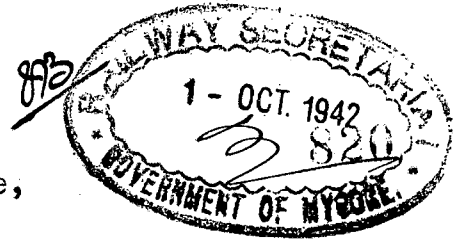
3/11

A.M.Bhat,
Room No.6, Bhaskar Bhuvan,
Lady Jamsheedji Road, P.O.Cadell Rd.
Mahim, Bombay.

Dated, 28th September 1942.

To

M.G.Mehkri, Esqr.,
The Chief Secretary,
The Government of Mysore,
B A N G A L O R E.



ll 217/9

Subject:- Bhatkal Harbour Development.

Sir,

I am enclosing herewith a copy of my representation submitted to the Government of Bombay on the 25th instant for your consideration. I wish to draw your pointed attention to the paras 4 and 9; I hope you will appreciate my view point and co-operate with me in the affair.

I am very glad to inform you that the Bombay Government have come to a conclusion that the extension of Mysore State Railway line to Bhatkal is a necessity for the development of the Port. At the same time, I wish to assure you that it will be a great pleasure to me if my Project of Bhatkal Harbour Development is executed on Port Trust Lines under the control of the Government.

I shall be highly obliged if you will kindly let me know the decision of your Government on the matter viz., Railway (Paras 4 and 5), Jog Power (Para 8) and execution of the Project as early as possible.

Yours obediently,

A.M.Bhat

A.M. Bhat,
c/o M.S. Balvally, Esq.,
21/22 Mohan Building,
Forjett Hill Road,
Bombay.
Date: 25th September 1942

To

The Secretary,
The Government of Bombay,
Revenue Department, Bombay.

Subject:- Industrialisation of Bhatkal.

Sir,

As mentioned in para 2 of The order No.5967-G/39, dated 12th May-1942, the Government have not yet issued orders for marine survey. The Collector of Salt Revenue visited Bhatkal on the 27th May last and along with me inspected both the places viz. Bhatkal (proper) Port area and the Jali Channel, Alvekodi Shirali area; during the time he assured me that he had no objection for issuing orders for marine survey and Harbour Engineering provided I give an undertaking that I would never claim any compensation either from the Government of Bombay or from the Government of India, in case my plans and estimates were rejected by the Government and that if they were approved that the Government would recognise my claim for the preliminaries and the founder's remuneration and that I should carry out the work on my sole responsibility. I hope the Collector has reported to that effect.

2. After departure of the Collector of Customs on the 23rd June last, I received a communication from the Mahalkary of Bhatkal that he had been ordered by the Government to assist me.

3. In July last, the Government of India, I am reliably given to understand, called for detailed maps etc. of suitable sites with a view to establish a military and Air base and the local authorities have already submitted the details.

4. I am very glad to note that the Government have realised the importance of the extension of Mysore State Railway to Bhatkal Harbour. The Mysore Government have been striving for the same since the last 30 years. They actually surveyed Bhatkal Port some 27 years back but they did not succeed in their efforts because they had put a great stress for the sovereign rights on the Port area. But seeing my efforts and the Government orders No.O/12384-G of 26th May 1941 and No.O/9989-G of 4th June 1941, asking me for the submission of complete plans, proposals etc., of Bhatkal Harbour Development and also the G.R.No.6540/33 of 22nd April 1941 (Revenue Department) on the construction of Jetty at Bhatkal not only did they assure me that they would create all the necessary facilities in their territory for the development of Bhatkal Port provided a dock which could berth a Liner at the other end of it (Vide enclosers submitted along with my application dated 2nd April 1942) were constructed, but also did they put their requisition for the extension of Mysore State Railways from Talguppa to Bhatkal. This requisition was submitted to the Government of India in the first of this month when the Diwan had gone to see the Viceroy. I had an interview with the Diwan on the 18th inst., and he has intimated to me that he would also approach the Bombay Government in the matter very soon. He also assured me that he would directly co-operate in the execution of the Project provided the Bhatkal Port is controlled and managed by the Government on Port Trust lines and that if a private Company were allowed to manage it, they would be passive co-operators.

5. Besides, in July last, H.H. the Maharaja of Mysore during His territorial tour had publicly announced that the Bhatkal Port is vitally needed for the development of the commerce, trade and industry of Mysore State and that His Government were trying for it since many years and that they still aspired for the same. The Mysore Government have sunk crores of rupees in Bhadravati and also at Jog Falls. The Jog Power would be ready by May 1944. The Mysore

Contd

The Mysore Government have already notified to that effect. The construction of Steel Works of the Bhadravati Iron Works has already begun. By the time the Railway line reaches Bhatkal the harbour works should be completed is a matter of common-sense. On the point of traffic as per Mysore Government's report compiled by Mr. Rice some 27 years ago more than 1 lakh tons of Mysore goods would pass from Bhatkal. Besides I have given a clear view of the same in para 13 of my representation submitted to the Government on the 7th April 1941. Unless and until transport facilities are made no trade or traffic would flourish or centralise, is an open fact.

6. On the point of economic and strategic importance of the place, I have given a clear vision of the same in paras 3, 4, and 5 of my representation of 7th April 1941 and also in the last para of my letter of 2nd April 1942 to the Government of Bombay.

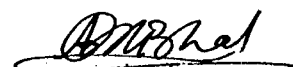
7. On the point of the financial side of the scheme (viz., Sea Jetty and Wharf to cope with a traffic of 1,50,000 tons and the dam for water supply) I am advised by my experts that it could be completed within 15 lakhs of rupees of which the sales-proceeds of 1 thousand plots as stated in my letter of 2nd April 1942, would be about Rs. 3 lakhs and an equal sum may kindly be granted by the Government from the Wharfage Fund and Special development Fund. If the Government decides to allot this six lakhs of rupees the remaining Rs. 9 to 10 lakhs of rupees could be easily raised from the public.

8. The Jog Power Works would be completed by May 1944 i.e. within 20 months from to-day. The Mysore Government have agreed to supply 6,000 E.H.P. to the Bombay Government to utilise the same for the industrial purposes in Kanara. Bhatkal is the most important place for the same is an undeniable fact. By exploiting the said power not only the Government would be profited but also whole Kanara will flourish for which the ground should be prepared immediately. I am advised that to complete the harbour works and water works it would require more than 4 years. Hence I submit that this is the most opportune time to undertake the work.

9. Therefore, as opined by the Collector of Salt Revenue, I solemnly declare that in case the plans, proposals etc. of my enterprise were rejected by the Government, I will never claim compensation either from the Government of Bombay or from the Government of India, and I shall carry out the whole work on my sole responsibility. At the same time, I submit that the Government may kindly recognise my claim for preliminaries and founder's remuneration if my project is approved by the Government. On the point of execution of the project, I have not the least objection to put it on Port Trust lines under complete control of the Government of Bombay.

In conclusion, I submit, that the Government may be pleased to issue orders for Marine Survey and Harbour Engineering without further delay as the fair season has already begun.

For this act of kindness, I shall as in duty bound,
Ever Pray



(A.M. Bhat)

Copy to The Diwan of Mysore,
Bangalore.

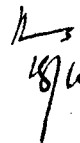
126/3

18th October 1942.

Dear Sir,

With reference to your letter dated the 28th September 1942 regarding the Bhatkal Harbour Scheme, I am desirous to state that Government have no intention of participating in the work except entirely as a State enterprise and they are not therefore prepared to negotiate with any private parties in the matter.

Yours sincerely,


18/10

A. M. Bhat, Esqr.,
Room No.6, Bhaskar Bhuvan,
Lady Jamshedji Road, P.O. Cadell Road,
Mahim, B o m b a y.

m. 2126/c.B

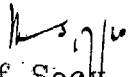
To

A. M. Bhat, Esqr.,
Room No.6, Bhaskar Bhuvan,
Lady Jamshedji Road, P.O.Cadell Rd.,
Mahim, Bombay.

Dear Sir,

With reference to your letter dated 28th
Septr. 1942 regarding the Bhatkal Harbour Scheme,
I am desired to state that Government have no
intention of participating in the work ~~except~~
entirely as a State enterprise and they are not
therefore prepared to negotiate with any private
parties in the matter.

Yours sincerely,


Chief Secy.

19th October 1942.

My dear Colonel Fraser

In continuation of my D.O. letter No.C.H. 121 dated the 23rd September 1942, regarding the Bhatkal Harbour Scheme, I write to state that one Mr. A.M. Bhat has forwarded to us copy of a letter said to have been written by him to the Government of Bombay on the 25th September 1942 in this connection. In enclosing herewith a copy of this letter, I would request you kindly to inform the Government of Bombay that Mr. Bhat had no reason whatever to make it appear that he was in possession of our views about the scheme. As a matter of fact, some of the statements he has made are incorrect or misleading and we have made it clear to him that we cannot deal with any private parties in a matter of this kind.

Yours sincerely,
Sd. N. Madhwar Rao

The Hon'ble
Lieut.-Colonel D. de M.S. Fraser, C.I.E.,
Resident in Mysore,
Government House,
MYSORE.

100/10000

71

(Dear Col. Fraser,)

In continuation of my D. O. letter No.C.H.121 dated the 23rd Septr. 1942, regarding the Bhatkal Harbour Scheme, I write to state that one Mr.A.M.Bhat has forwarded to this Govt. copy of a ^{letter has to have been written} representation submitted by him to the Govt. of Bombay on the 25th Septr. 1942 in which he has referred to the ^{alleged} views and intentions of this Government. A copy of the letter addressed to the Government of Bombay is herein enclosed. I may add that this gentleman has no authority ^{whatsoever} for the statements made in his letter to the Bombay Government, some of which ^{are not only} are misleading and ^{but} some are quite false.

Yours sincerely,

19/10/42
Dewan. Dhanu

In enclosure herewith a copy of this letter which contains some misleading statements. I would request you kindly to inform the Govt of Bombay that Mr Bhat has no authority to speak of about the alleged views of this Govt. to make it appear that in regard to this scheme.

As we have made it clear to him that we have cannot deal with any private party in this matter of this kind

any statement purporting to come out of the Govt of Bombay and he is in possession of our views about the scheme. As a matter of fact, some of the statements he has made are ^{misleading} and ^{misleading} misleading.

ROUTINE NOTES

[To be used only for notes, requisitions, etc., not intended for permanent record.]



THE RESIDENCY,
BANGALORE.

26th Octr. 1942.
D.O. No. RF. 298-42/Pol

The Bhatkal Harbour Scheme.

Will you please refer to your
demi-official letter No.C.193,
dated the 19th October 1942.

2. I have informed the Govern-
ment of Bombay of the views of the
Government of Mysore on Mr. Bhatt's
letter.

7 sin?
[Signature]

Pradhanasiromani

Mr. N. Madhava Rau, B.A., B.L.,
Dewan of Mysore,
Bangalore.

[Initials]

[Initials]

Shri. N. Madhava Rau

27-10-42

[Signature]

10th October 1942.

DEWAN'S MINUTE

FILE No.

194

I find that papers relating to the Bhatkal Harbour Scheme have been dealt with partly in the Chief Secretariat and partly in the Railway Secretariat, in separate files. All the papers on this subject may be collected together and dealt with in one Secretariat.

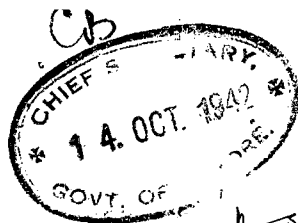
My

Chief Secretary)

Railway Secretary)

h₃ 11/6 I think this is not strictly a railway matter but quasi-political in nature. It may be dealt with in Chief Secretariat

ch: Secy / W/c / 13/10/42



h₃ 11/6

S 2488

CS 9842-5

Letter dated 1.2.43

from Mr. A. M. Bhatt

W. D. D. Bhatnagar

Regarding his offer of services in connection with the extension of Mysore State Railway to Bhatkal.

This gentleman has already been informed in this office letter no 2126 / S. dated 18.10.42 (vide flag B), that His Highness' Govt. have no intention of participating in the scheme except entirely as a state enterprise. It was also made clear to him that they ~~cannot~~ have not negotiate with any private parties in this matter. The Residency also was informed of this decision. (Flag N. CS 98-42-2).

In reply, The Residency intimated in their letter of the 14th Dec, 42 (Flag K) that the Govt. of Bombay are also not interested in pushing this scheme during the present emergency.

In these circumstances, no further action is perhaps called for in the present reply of Mr. Bhatt.

If approved, it will be filed after perusal

8/1/43

It is for orders of Mr. Bhatt may

be informed that the question

of extending the railways to Bhatkal

is not now under the consideration

CONFIDENTIAL



20/30
Bangalore

Refers
D.O.No.RF.298-42/Pol

CS-98-42-3
14th Decr.1942

The Bhatkal Harbour and the
Bhatkal-Shimoga Railway Schemes.

My dear Mr. Madhava Rau

Will you please refer to my
demi-official letter No.RF.298-42/
Pol., dated the 7th October 1942?

2. The Government of Bombay have
written to say that they are not
interested in pushing through the
development of the Bhatkal port
during the present emergency. They
also do not consider it advisable to
resume consideration of the Bhatkal
Harbour scheme till normal condi-
tions are restored.

Subs. with up.
Naya copy of this letter
sent to Mr. H. for info to the Com-
missioner of the Dewan's letter of.

* Aug 2? Pradhanasiromani

Mr.N.Madhava Rau, B.A., B.L.,
Dewan of Mysore,
Bangalore.

15-12-42

2 sin 1
Mr. H. H. H. H.
N

16/12/42

CONF

No. C. H. 274/Enc 1

CD 9842-4

16th December 1942.

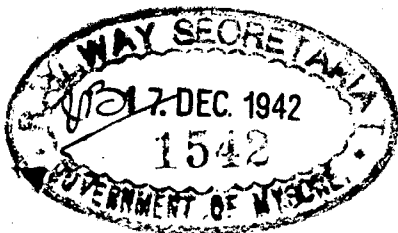
My dear Mr. Thumboo Chetty,

Will you kindly refer to my letter No.C.6 of August 2 enclosing a note on the Bhatkal Harbour Scheme?

We have now heard from the Hon'ble the Resident who writes to say that the Government of Bombay are not interested in pushing through the scheme during the present emergency. I enclose copy of his letter for your information and favour of submission to His Highnesses.

Yours sincerely,

Sd. A. M. Shyam Rao



Amatya Siromani

T. Thumboo Chetty Esq., O.B.E.,

Private Secretary to His Highness
The Maharaja of Mysore,
BANGALORE.

17/12/42
Ind. for personal
Ed
T.M.C. Ry Secy

17/12/42

C.B.

8/12/42

B.143/42-43



Ballabrooie,

Bangalore,

16th December 1942.

Handwritten signature/initials

My dear Mr Madhava Rau,

I have received and submitted to His Highness your D.O.letter No.C.H.274, of today's date, regarding the Bhatkal Harbour Scheme.

Yours sincerely,

Handwritten signature: n. h. m. chel

Pradhanasiromani

N. Madhava Rau, Esq., B.A., B.L.,
Dewan of Mysore, Bangalore.

Handwritten mark

A. M. Bhat

C/o. M.N.Kulkarni, Esqr.

Karnatak House,

Chirabazar, Bombay, 2.

Dated 1st Feb. 1943.

Mothamad-Ul-Mulk

Mr. M.G.Mehkri, B.A., LL.B.

Chief Secretary, To, The Government
of Mysore. Bangalore.

2488
CB
CS 9842-5

Sir,

Subject :- Extention of Mysore State Railway
to Bhatkal.

I am in receipt of your letter, D.O. No.2126/C.B.of 18th October 1942 and glad to note the contents.

As already informed to you the Collector of Salt Revenue who had visited Bhatkal on the 27th May 1942 not only reported very favourably on the matter but also he fought with the Government on my behalf that the Government should create all the port facilities at the New Site in view of the importance of the place and also the responsibility. The matter was referred by the Government of Bombay to R.I.N. and also to the Government of India; with the result the Bombay Government have informed me now, that they would create all the necessary Port facilities at Bhatkal simultaneously with my Industrialisation work. Hence I hope you will appreciate my work in getting all the port facilities to Mysore with the Bombay Government Money.

The Government of India as per recommendations of Dr.Sorley has decided to encourage the construction of timber craft of about 20,000 Tons i.e. 200 Crafts of 100 Tons each. I have got full hopes of getting this work being done at Bhatkal. The special officer appointed by India Government has written to me to start The Timber Shipbuilding Industry at Bhatkal and the Bombay Government have asked me to submit the detailed scheme for the necessary State Aid. Hence this industry would expedite the development of Bhatkal Port affair, I believe.

I am reliably given to understand that the Government of India has given permission to the Mysore Government to extend their State Railway Line up to their Bhatkal frontier. I shall be highly obliged if you will kindly let me know the -- result of your Government's attempts in the said matter, as my proposed Shipbuilding Industry is in great need of a Railway Line to its building Yards.

I beg to assure you that my services are at ~~at~~ the disposal of Mysore Government as well, in the prosperity of Karnatak which includes the Mysore State and also.

Anticipating an early reply.

Yours obediently,

A.M. Bhat

(A.M. Bhat.)

Forwarded to the Chief Secretary Wf

M. S. Mehkri
4/2

